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SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

50X1-HUM

COUNTRY Poland

SUBJECT ~~PAFAWAG~~ Factory and M 5 Electrical Machinery Plant in Wroclaw

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1. Information on PAFAWAG and Dolnoslaskie Zaklady Wytworcze Maszyn Elektrotechnicznych im Dzierzynskiego M 5 (plant for production of electrical machinery) in Wroclaw

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2. "Before World War II, these two factories were combined in one enterprise and known under the name of Linke-Hoffmann Werke. Now [1953] they have been separated, and PAFAWAG has been placed under the control of the Railway Communication Ministry. PAFAWAG is one of the largest enterprises of its kind in Poland. (Others similar to it are situated in Sanok, Poznan and Zielona Gora.) The plant for the production of electrical machinery was completely separated from PAFAWAG and is now known under the name of M 5 (or Lower Silesian factory for the production of electrical machinery). Both PAFAWAG and M 5 are situated in the western part of Wroclaw on Pstrowskiego Street (formerly Maerkische Strasse).

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PAFAWAG

3. "When in July 1945 the Polish administration took over the city of Wroclaw from the Soviet military authorities, they found the PAFAWAG plant in a very badly damaged condition. PAFAWAG was the first industrial enterprise in Wroclaw to be reconstructed. The first production got under way again in the autumn of 1945 at which time railway cars left unfinished by the Germans were completed.

4. "In the first period of production, the factory specialized in freight cars for coal, of the open type with superstructures. Gradually the building and construction got more specialized and soon, as well as all kinds of freight cars, Pullman coaches were also being produced by PAFAWAG and in 1953 the first electrical train was finished. For this special construction, PAFAWAG works in cooperation with its neighboring factory, M 5 (the plant for electrical machinery) which is responsible for installing all electrical equipment.

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5. "Around 7000 workers are now [1953] employed by the plant. In some departments, they work on three shifts.

6. "The management is in the hands of [fnu] Szulz, an engineer. []

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7. "The chief of production is [fnu] Drabik, one of the well-known Polish experts in welding techniques.

8. "Following is a description of each of the PAFAWAG departments. []

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(a) Department R W 1: Here finishing accessories (such as woodwork, painting, upholstery, locksmith and plumbing works, and electrical installations) are added to Pullman cars. Some refrigerated cars are also finished here. Some years ago, this Department used to do finishing work on streetcars. No more finishing work is ever done now as part of the assembly-line production.

Weekly output in this Department averages from two to three Pullman cars. The Department works mainly on one shift.

(b) Department R W 2: Here the steel constructions for Pullman cars are mounted. The skeletons and shells are manufactured in one part (the Polish term for this is zestawy całowe), and this part is supplied pre-manufactured by the Upper Silesian steel mills.

Coal tenders are constructed in this Department.

The entire Department works on one shift. (In some sections, a second shift is organized occasionally; for instance, for welders.)

There are two or three electrical ovens for hardening steel installed here.

(c) Department R W 3: Here is located a blacksmith workshop.

There is also an oxygen compressing workshop. In addition to serving the PAFAWAG needs, this oxygen is sold to other factories. This department is located in the same building as R W 2.

(d) Department R W 4: Mechanical Department.

Here all mechanical and metal elements of production are prepared and fixed.

Also, raw and pre-manufactured elements are adapted to factory needs.

(e) Department R W 5: Department for carpenters.

(f) Department R W 6: This building was one of the last to be reconstructed. There are rumors that the production here falls into the 'heavy construction' category. [] cars for armored trains are being produced here. Up to the end of 1952, production in this department was still in a rather experimental stage.

(g) Department R W 7: This department is in a new building, added either during World War II or right after it. This building is outstanding because of its modern equipment.

The department produces all kinds of freight cars. Its production output is 35 to 40 cars per day. The production processes are highly mechanized and all the parts arrive pre-manufactured (either from other PAFAWAG departments or from other auxiliary factories).

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9. "Since 1952, the PAFAWAG factory has had its own foundry (with three ovens) in which cast iron is prepared for the M 5 plant.

10. "Close to the R W 6 Department is a special stockyard for railway cars, with a special shunting mechanism.

11. "There is a small boiler-house located between the factory buildings [redacted]. Also here is a storehouse for tools [redacted] near the entrance to the factory is the administration building and workers' canteen.

12. "In 1952, the whole area was surrounded with a new fence which isolates the factory not only from the outside area but also from the M 5 plant territory.

13. "The machinery in the plant consists partly of pre-World War II [redacted] machines either from PAFAWAG itself or collected from other plants in Upper Silesia. There are also some [redacted] Continental revolving lathes and some welding machines [redacted].

14. "The pre-manufactured parts for car construction come from Upper Silesia. At present [1953], there is still some good stock left over from World War II times, especially of more valuable non-ferrous metal parts for mounting operations.

15. "M 5 Plant (full Polish name: Dolnoslaskie Zaklady Wytworcze Maszyn Elektrycznych im Feliksa Dzierzynskiego). This factory is one of a number of other electrical machinery plants in Lower Silesia which are under the control of the same general management in Wroclaw. Within the group, the M 5 plant holds the position of a sort of finishing phase factory while the others are more or less working for M 5 as auxiliary plants. The factory employs approximately 1700 workers, who work mostly on three shifts. The factory is divided into the following departments.

(a) Department "A": Here electric motors are produced. This department is divided into two subsections. In one subsection the metal frames are prepared and in the other is the electrical equipment. In the same building is a blacksmith's workshop, a welding workshop and a wire-spooling subsection. A first-story floor was added to the east side of the building to accommodate offices.

(b) Department "B": Electric cars of all kinds are manufactured here. Up to now [1953], this department has been in only partial use.

16. "On the factory grounds in front [redacted] is an administrative building of which one wing is used as a boarding-house for the apprentices of the PAFAWAG factory. At the eastern side [redacted] a concrete dug-out equipped with one crane) [redacted]. Farther east a new production work-hall was rebuilt in 1952. Close to the new work hall is a small warehouse [redacted]. Behind [redacted] is a training workshop for the 150 to 200 apprentices who are trained by the factory on a rotation schedule.

17. "Apart from German pattern machines imported in the last few years from East Germany, [redacted]

18. [redacted]

19. "At the end of 1952 and the beginning of 1953, M 5 production was still in a rather primary stage. Only some radio electrical machinery left the factory this year.

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20. "After World War II, the transportation system in the factory area was renovated. Before the War, the plants had been connected with the main railroad line by sidings which ran on to elevated railway bridges running over the streets. Now overpasses have been constructed to elevate the streets over the sidings. This change has reduced the vulnerability of the railway net. This renovation took place near the pre-World War II parts factory which was completely demolished and has not been rebuilt."

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